

THOUSAND-MILE TRIP
IN FORD SUCCESSFUL

Party of Washingtonians Enthusiastic Over Tour Through Several Eastern States.

A party of local motorists returned a few days ago from a thousand-mile motor trip in a Ford car, after touring through several eastern states. The members of the party included Mr. and Mrs. Henry Stein and son Elmer Stein and Mrs. Wilson M. Eppley, all of this city.

Leaving Washington August 7 at noon they motored to Wilmington, Del., where the night was spent. At 8:30 o'clock Sunday morning the journey was resumed via the ferry to Pennsylvania, N. J., arriving at Atlantic City at 12:30 in the afternoon. Monday morning at 11 o'clock the motorists proceeded up the Atlantic coast, stopping at Barnegat for lunch. From here the itinerary included Toms River, where they turned to the right for Sea Heights, where they crossed a bridge two miles in length, paying 14 cents toll. As they proceeded up the coast they crossed a rope to an eight-cylinder car which had been stuck in the sand for some time and started it on its way.

Night at Asbury Park.

Asbury Park was reached at 6:30 o'clock in the evening and the night spent there, as well as the following day. Wednesday morning at 8:30 o'clock the night was spent in New York, via Totenville, crossing Long Island, taking the ferry later to New York, where they arrived at 1 o'clock. After spending a few days in the Metropolitan Hotel, the party left for Philadelphia at 7:30 o'clock, leaving the Quaker city the next morning at 10 o'clock the Lancaster pike was followed, pulling into Harrisburg at 8 o'clock Saturday afternoon. Harrisburg was the night stop, arrival there being at 7:45 o'clock Saturday night.

At Sunday noon the motorists continued the run to Gettysburg, where the night was spent. On the battlefield Sunday and Monday. The last leg of the journey was begun Tuesday morning at 8:30 o'clock, Washington being reached at 3:30 o'clock the same day. No tire or mechanical troubles of any description occurred on the entire trip. The run was made on forty-one gallons of gasoline, while the weather conditions of the trip were enthusiastic over the trip and enjoyed good health.

TO AID SECRETARY DANIELS.

H. E. Coffin and A. L. Riker, Auto Engineers, Selected.

Howard E. Coffin and Andrew L. Riker, past presidents of the Society of Automobile Engineers, have been selected to serve on the civilian advisory board which will be organized by the United States Navy Department next month. The designation of these automobile engineers to assist in the very laudable patriotic movement instituted by Secretary Daniels will give general satisfaction, they having received a clear majority of the ballots cast by the members of the automobile engineering organization, pursuant to several nominations made by its council. Both Mr. Riker and Mr. Coffin have been intimately connected with automobile engineering since its commercial inception in this country. They have also had extensive experience with the production of automobiles, with which they have been connected for many years.

Mr. Riker was the first president of the Society of Automobile Engineers, serving in this capacity for three terms. Mr. Coffin became the president in 1910 and was the prime originator of the movement which has resulted in its great increase in size and activity. Both men have been active in the component materials and parts of automobiles being very prominent in this connection. Both of these men have found time in recent years to do effective work on the membership committee, the finance committee and the miscellaneous, electrical equipment, frame sections and nomenclature divisions of the standards committee of the Society of Automobile Engineers.

Fail to Break Des Moines Record.

At the recent Des Moines speedway meeting, Ralph De Palma and Bob Burman made several unsuccessful attempts at the five-mile record of 3.00.00, established by Rickenbacker in a Maxwell, at Omaha July 1914. The race was promised to be one of the most sought for on the entire table this year. Prior to the Maxwell's successful flight it had stood for three years at 3.11.75.

Deliveries of King Cars.

Recent deliveries of King cars have been announced as follows: Four-cylinder touring cars—C. N. Mason and Charles Q. Nelson; eight-cylinder touring cars—Robert G. Grove, T. P. Long and S. S. Sontmeier; eight-cylinder roadster to R. N. Ebbell.

Get Pullman Touring Cars.

During the past week 1916 Pullman touring cars were delivered to the following: A. W. Leeke, C. R. Withers, J. B. Frost, Mercer Jones, Jr., B. Theo. Wells and Frederick Thompson.

Makes Record in Maxwell.

The half-mile track at Worcester, Mass., was made, August 8, the occasion of record-breaking performance by Arthur Klein of the Morris team who in a 450-horse Maxwell, covered twenty-five miles in 33.59. The former mark was held by Bob Burman.

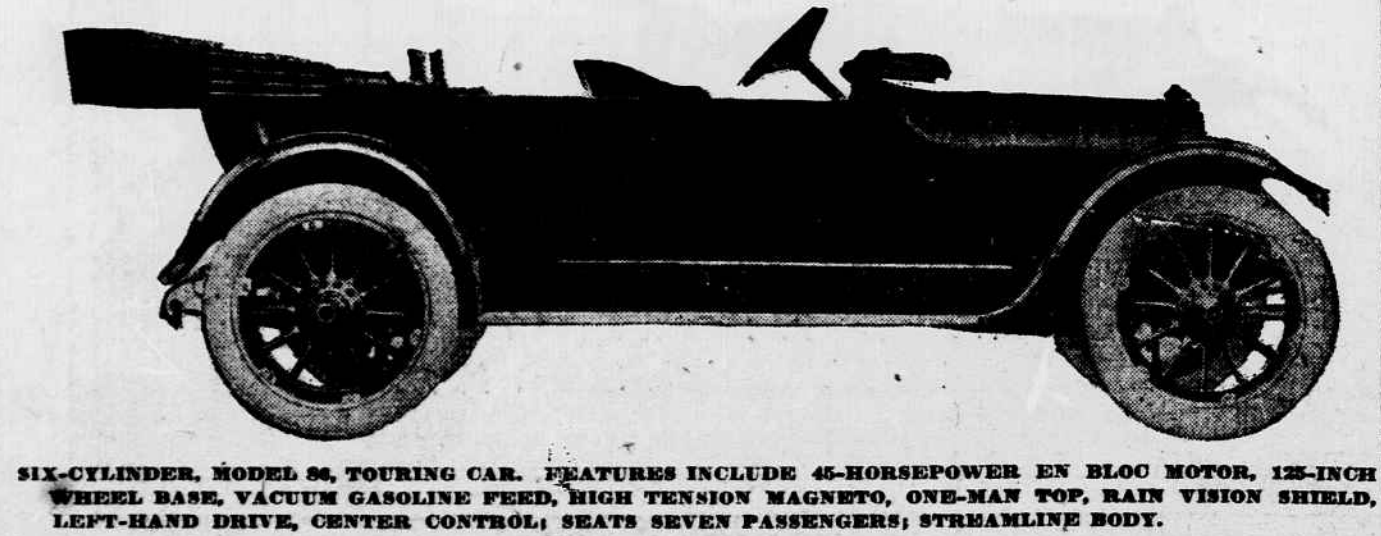
Appointed Sole Distributor.

The Chew-Goucher Company, 1620 14th street northwest, has been appointed sole distributor for the District and adjacent territory for the Pennsylvania tire. W. Elkins Road, eastern representative, spent a couple of days here during the past week and closed a contract with the local concern yesterday afternoon.

Purchase Oakland Cars.

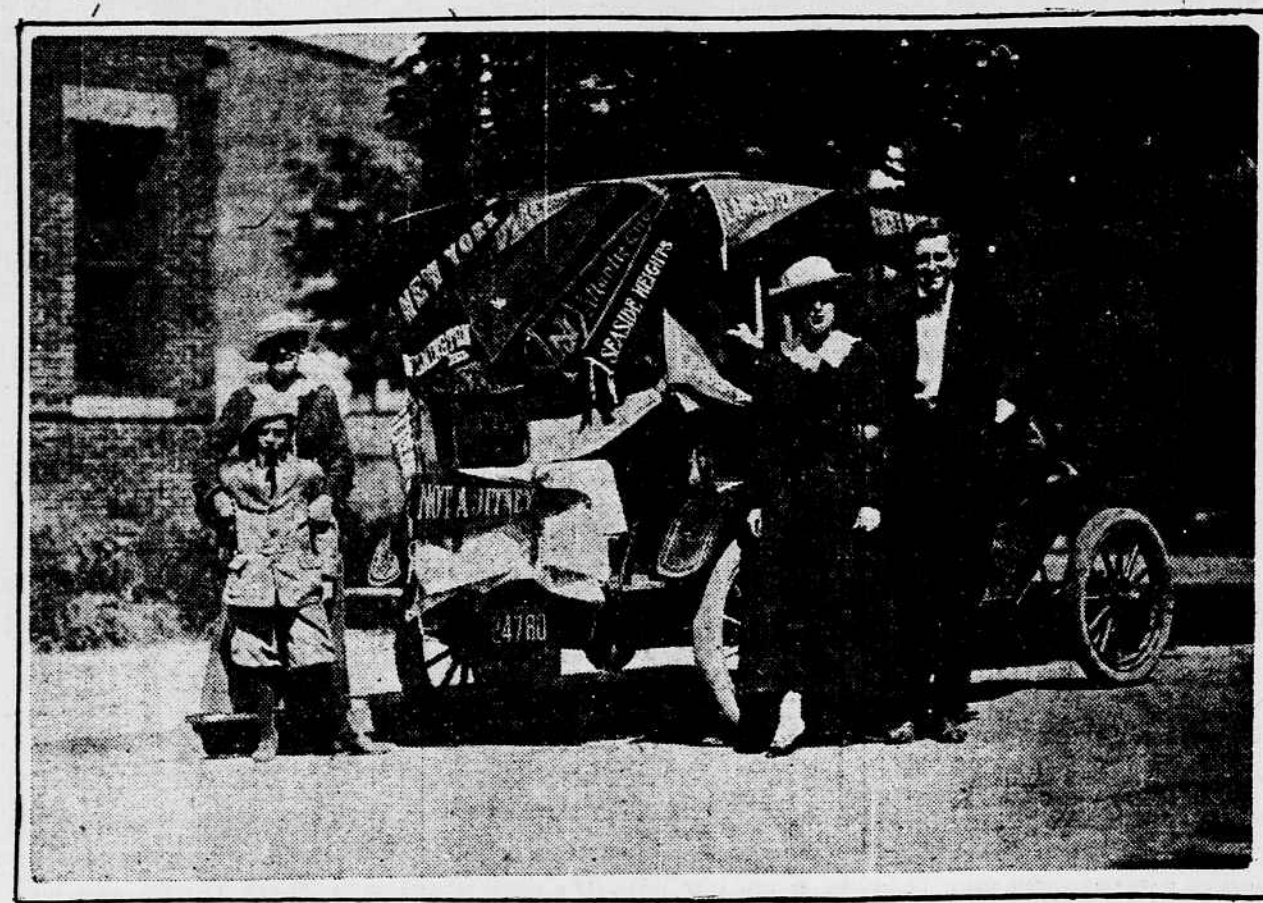
Among the purchasers of the past week of 1916 Oakland touring cars were J. L. Hancock, who received a four-cylinder car, and W. J. Holmes, a six-cylinder car of the same type.

LATEST ADDITION TO OVERLAND FAMILY.



SIX-CYLINDER, MODEL 48, TOURING CAR. FEATURES INCLUDE 45-HORSEPOWER EN BLOC MOTOR, 125-INCH WHEEL BASE, VACUUM GASOLINE FEED, HIGH TENSION MAGNETO, ONE-MAN TOP, RAIN VISION SHIELD, LEFT-HAND DRIVE, CENTER CONTROL, SEATS SEVEN PASSENGERS; STREAMLINE BODY.

RETURN FROM THOUSAND-MILE MOTOR TRIP.



MR. AND MRS. HENRY STEIN AND THEIR SON, AND MRS. WILSON M. EPPLEY, WHO RETURNED A FEW DAYS AGO FROM AN EXTENDED TOUR IN THEIR PENNANT-COVERED FORD CAR, THROUGH MARYLAND, DELAWARE, PENNSYLVANIA, NEW JERSEY AND NEW YORK.



The following well known Washington motorists joined the District of Columbia Automobile Club during the past week: Howard L. Wilkins, Harris N. Brown, Henry C. Stein, E. B. Smith, H. E. Sands, Dr. Robert Scott, Lamb, James O. C. Roberts, Allen P. Martin and Frederick E. Torrington.

Among those for whom the club's touring bureau planned motor trips during the past week was H. C. Robertson. Accompanied by his family, he left Washington last Wednesday for New England. The Robertsons will journey to Boston via the inland route and return by the way of Cape May and the shore route. They expect to be away three weeks.

En route from Crescent City, Fla., to Rutland, Vt., K. M. White and W. F. Glynn, residents of the former city and members of the Crescent City Automobile Club, affiliated with the A. A. A., visited local club headquarters last week. Assistant Touring Director Robert routed them from the National Capital to their objective.

According to Mr. White the journey to this city was made without serious mishap. The worst roads, he said, were encountered in his own state. Their itinerary included Atlantic City, Greensboro, N. C.; Lynchburg, Va., and Natural Bridge. From the latter point they followed the Shenandoah valley route to Frederick, then to Washington.

"The trip through the Shenandoah valley was the most enjoyable I have ever taken," said Mr. Glynn.

With Atlantic City as the objective, a party of motorists headed by Miss Eleanor Day at the wheel of her big Pierce-Arrow touring car, left Washington this morning for a two-week sojourn at the famous seaside resort. The party included Mr. and Mrs. Day and the Misses Margaret C. Calhoun, Alice E. Beaver and Rose S. Stafford.

While it is the intention of the party to maintain permanent quarters at Atlantic City, side trips to Cape May and other Atlantic coast resorts are contemplated.

Miss Day, who is a member of the local automobile club, is an enthusiastic motorist and one of the youngest motor car pilots in the country. Her skillful handling of the big, high-powered Pierce is amazing. Maps for the trip were supplied by the local club.

Once more the touring bureau of the local automobile club has come forward with its detailed description of the route to the home of Washington, was so great that the first printing was soon exhausted and a second edition is already more than half gone.

Following the plan of giving local automobilists something which can be called real service in the way of road and route information, the touring bureau has planned a series of these maps showing popular routes for Washington motorists. The next to be issued will be the route to Fredericksburg, Va. in "strip" form. It will have all the important mileages and will show every turn in the roads.

E. L. Ferguson, touring director of the local automobile club, returned yesterday from a motor trip through New England. He was impressed with the number of "foreign" cars—particularly those from the District of Columbia and points west of Ohio—on the highways. During a drive from Boston to Wilmington he counted no less than five cars bearing license plates of states between the Pacific and the Mississippi and fifty-eight from Washington.

"The great increase in the number of visiting motorists in New England this year goes to show that the automobilist will go where there are good roads," said Mr. Ferguson. "Ever since the New England states started building the right kind of highways they have been enriched by the expenditures of motor tourists. However, this year the number of road visitors has increased to an extent hardly dreamed of by even the most optimistic. All of the New England states are being amply repaid for investing in permanent highways."

Since the publication in the August number of the American Motorist, the official organ of the local automobile club and the Hardy's Guide, a six-cylinder car of the same type.

Washington, Secretary William Ullman has received several hundred requests for specific data regarding routes into Washington and on trips to the historic points within a radius of 100 miles of the National Capital. This magazine, with its circulation of 150,000 among motorists all over the United States, gave the above matter the widest possible publicity. The results it brought are being shown in the increase in the number of visiting motorists and the requests from those who contemplate visiting Washington.

Pamphlets containing the codification of motor laws of the United States and the eastern provinces of Canada, compiled by the touring bureau of the local automobile club, will soon be mailed to each member of the organization. The essential points of the laws governing the operation of motor cars in all states have been put in concise form. The particular advantage of this pamphlet is that the motorist desiring to be familiar with the laws he is not familiar with can see at a glance what regulations he must meet and know the speed rules he is expected to follow. This is just one of the many and more ways in which the local club is giving its members genuine service.

Will Help Advise U. S. Operate With Naval Board.

Ralph H. Upson, Balloonist, to Co-Operate With Naval Board.

Ralph H. Upson of the Goodyear Tire and Rubber Company, winner of the international balloon trophy in the race that started at Paris in October, 1913, has been selected a member of the special committee to co-operate with the naval advisory board in its consideration of the application of aircraft to warfare. President F. A. Seiberling of the same company also has been selected a director of the American Society of Aeronautical Engineers, organized at the suggestion of Thomas A. Edison, to act with the naval advisory board, of which Mr. Edison is chairman.

The appointment of Upson comes as a tribute to his eminence in the aeronautics field, his scientific work in developing the practical uses of the balloon and his victories in actual flights. He has had special training as an aeronautical engineer.

Associated with Goodyear's aeronautics department since its inception, he has acquired by actual experience a practical knowledge of aeronautics and is therefore in position to give the government valuable advice. He is in close touch with many prominent engineers of Europe, and is thoroughly conversant with the progress that has been made in aeronautics there. His association with the manufacture of accessories for aeroplanes and dirigibles led him to undertake the piloting of dirigibles, crowning his efforts at Paris by winning the world's championship. Although a young man, he is regarded as one of the highest authorities in the country concerning dirigibles, and is a firm believer in the value of aircraft in war.

Labor Day Auto Races.

Arrangements are being made for an automobile race meet to be held Labor day, Monday, September 6, at the Benning track. A number of fast cars from York, Pa., and Baltimore, Md., it is stated, will participate here in the event a meet is held at the local track. Several of the cars from Washington took part in the races July 5 at York, competing against a fast field from that place. The owners of the out-of-town cars have promised to be on hand if arrangements are completed to hold the meet.

1916 Maxwell Deliveries.

During the past week Maxwell sales and deliveries were made as follows: Touring cars—C. G. Harlow, Charles W. Allen, T. T. Dalhouse, Joseph D. Davis, Mrs. Annie Gartrell, W. M. Mooney, E. T. Dakin, P. G. Kidwell, G. W. Duval, J. P. McMurry, Mrs. T. E. Kinsey, Z. P. Moore, Milton E. Allen, A. J. Schipert, A. R. Lee and H. O. Stabler.

"Cabrera"—Mrs. Katherine D. Townsend and A. A. Chapin.

INVENTS VENTILATOR DOOR.

Local Chauffeur Originator of New Type Door for Motor Cars.

Milton D. Smith of 2325 N. street northwest, probably one of the best known chauffeurs of the National Capital, who has been operating motor cars since the days of the single cylinder engine, has invented a door for the ventilation of the front compartment of motor cars.

The idea consists of a door constructed with a panel and designed so as to allow space, which permits the entrance of cool air and the exit of hot air from the front compartment of an automobile. The design, when carried out, does not change the appearance of the car. The doors are constructed so as to fit on the regular hinges. They can be removed and stored away during the winter months and the standard type door replaced during the cool weather.

In hot weather the seat beside the driver is not so popular, by reason of the fact that its occupants get all the heat of the motor. A number of manufacturers, in order to relieve this condition somewhat, have provided side-ways between the front seats.

Care of the Ball Bearings.

It is important that ball bearings have just the correct amount of play in their runs. If too much there will be a blow of great force delivered when the wheel is thrust sideways, and this is the usual cause of split balls. If not enough play there will be a grinding wear that will soon destroy the correct action. As a general rule, there should be just enough play to produce a slight side motion to the wheel when it hangs free.

Patches Lack Durability.

It is a common observation that patches on inner tubes are not as durable as the original wall of the tube. The only reason for this is the fact that the usual patch is not as thick and well attached as it should be. The patch should be as thick as the tube wall and the vulcanizing as perfect as the place where the tube ends are united.

Thin Oil Reduces Resistance.

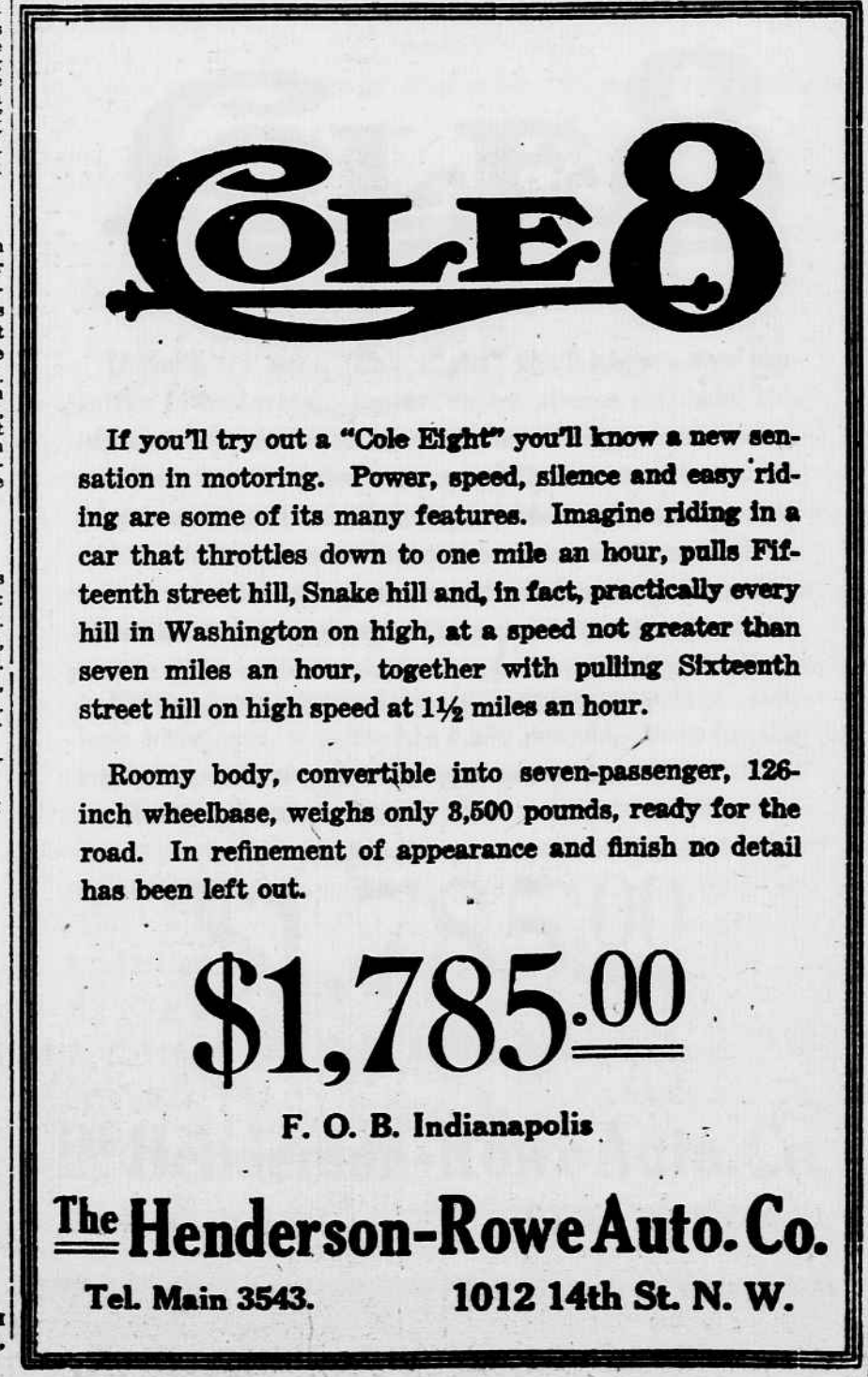
In long stroke motors of high compression that are very hard to turn over by hand or starting motor, the resistance may be reduced somewhat by using a very thin lubricating oil.

Should Have Prompt Attention.

Unless a flat tire is noticed very promptly the tube will creep into folds and an interior blow-out occur in the pocketed portions of the tube. These blow-outs have a fringe edge, and they should be repaired by placing a patch on both sides of the tube opening.

Tires Injured by Hot Sun.

Direct rays of hot sunshine tend to injure your tires, cause rapid vaporization of gas and crack the glossy surfaces of your car.



If you'll try out a "Cole Eight" you'll know a new sensation in motoring. Power, speed, silence and easy riding are some of its many features. Imagine riding in a car that throttles down to one mile an hour, pulls Fifteenth street hill, Snake hill and, in fact, practically every hill in Washington on high, at a speed not greater than seven miles an hour, together with pulling Sixteenth street hill on high speed at 1½ miles an hour.

Roomy body, convertible into seven-passenger, 126-inch wheelbase, weighs only 3,500 pounds, ready for the road. In refinement of appearance and finish no detail has been left out.

\$1,785.00

F. O. B. Indianapolis

The Henderson-Rowe Auto. Co.

Tel. Main 3543. 1012 14th St. N. W.

PRESIDENT JOY INSPECTS
THE LINCOLN HIGHWAY

Drive Over the Road Is Somewhat of a Sporting Proposition Yet.

Ten Thousand Men at Work Improving the Pike at Points Across the Continent.

Henry B. Joy, president of the Lincoln Highway Association, the famous "continuous connecting improved highway from the Atlantic to the Pacific," wanted to see for himself just what progress had been made on the transcontinental trail in its two years of existence. Being a real executive, he took his auto and, accompanied by A. F. Bement, assistant secretary of the Lincoln Highway Association, he drove over the highway from Detroit to San Francisco, arriving there twenty-three days later with a complete knowledge of the condition of the great ocean-to-ocean thoroughfare from Chicago west.

"The drive over the Lincoln highway is yet somewhat of a sporting proposition, but it is a drive which every motorist should experience—it is an education," says Mr. Joy. Perhaps he spoke feelingly because of his experience on the trip, which was made exciting because of the most varied weather conditions which he encountered.

Constant Mud Fight.

At points in western Nebraska, for instance, where almost no rainfall had experienced in the course of years, it had been raining steadily for eleven or twelve days in late May and early June when he passed through. Crops were ruined, fields, and in many cases, roads were under water; bridges had been washed out and rivers were overflowing.

These conditions made the drive from the east to the west a constant fight with the mud. To get on to the west it is estimated that at least 1,000 miles of the trip through the mud of the central western states was made on low gear. But the car went through without mechanical mishap of any sort.

Now, with summer here, the weather, the trip over the great trail is no hardship. Even the wet weather which was called to shake President Joy's faith in the national thoroughfare, for he noted en route that a half day of sunshine was sufficient to dry the mud to a hard crust. In the course of a day's drive he would encounter gang after gang of men grading and dragging the roads.

10,000 Men Work on Road.

"It is not too much to say that after every rain there are at least 10,000 men at work on the Lincoln highway between the two coasts," observes the association's touring director. "The road is being improved in Nebraska and Wyoming in the past two years has been inconceivable in its extent. When I drove over this route two years ago I remembered that what is now the Lincoln highway was at that time nothing but a series of rutted roads in the prairie for miles and miles. Now a broad, graded, smooth dirt road exists where for miles it is possible to maintain a high rate of speed."

"There are in reality at the present time only two bad spots on the Lincoln highway—bad spots as we call them in this country, meaning sections where, after a heavy rain, the road is impassable and road work is of little or no avail. These two spots do not total much over twenty miles in length.

"One is at Fish Springs, Utah, south of the Great Salt Lake, and extends for about twelve miles.

"The other is at Salt Wells, Nev., at what is known locally as the Fallon sink. This sink is not more than eight miles across. The rest of the Lincoln highway across Utah and Nevada, under ordinary weather conditions, is in good shape for tourist travel.

California Roads Fine.

"The Lincoln highway across the state of California is in wonderful condition. The drive from Reno through Carson City and around Lake Tahoe is one of the most beautiful in the United States and is even superior, from a scenic standpoint, to many drives in the Swiss Alps. Much of the Lincoln highway in California is solid concrete road work is of little or no avail. These two spots do not total much over twenty miles in length.

Along the line was a revelation. Every community was enthusiastic and working toward the improvement of the route, the beautification of their section, the completion of the markings, etc. From Elkhart, Ind., where we hit the Lincoln highway, to the day out to the Pacific coast, we followed the red, white and blue markers, road work is of little or no avail. These two spots do not total much over twenty miles in length.

at a uniform height. No one could lose his way on the Lincoln highway. Since President Joy's trip the transcontinental traffic over the Lincoln highway has increased wonderfully, but even when he went across it was heavy. Mr. Joy took particular pains to note at different points the number of cars passing per month. He found that at many desert points, where accurate record had been kept during the past two or three years, tourist traffic has increased 500 per cent.

The statistics secured at Orr's ranch, Clover, Toole county, Utah, a point where practically every tourist is seen and where most of them stop, show that in May, 1914, twenty-six cars passed this point, and in May, 1915, only two. In June last year, fifty-two cars passed through, while this June 232 cars were checked, in addition to thirteen motor cycles and three trucks. Many tourists headed both east and west carry their entire families, as well as camping outfits, tents, etc.

CAR AXLE CONSTRUCTION
TERMS ARE EXPLAINED

Live, Dead, Full Floating and Semi-Floating Are Used on Vehicles.

"Few people understand what is meant by the terms 'semi-floating' and 'full floating' as applied to rear axle construction," states the sales manager of a western automobile concern. "Axles may be divided roughly into two classes, dead and live axles. All horse-drawn vehicles are equipped with dead axles; that is, the axles do not revolve with the wheels, but are fixed, usually being bolted directly to the springs or body, preventing rotation of the axle.

Suppose, however, that the springs be bolted to a steel tube or pipe instead of the dead axle as before. Then the axle would run through this pipe and fastened to the wheel at the end, so that the wheel and axle must revolve together. It is called a live axle because it turns with the wheel. The tube or pipe in which it revolves is known as the housing.

"Then, if ball bearings be placed inside the housing, so that the axle turns on the bearings, it is said to be of the floating type because the axle floats in the housing. The wheel is mounted on an outside ball bearing at the axle end, so that it may revolve freely, and is fastened on the outer side to the axle by means of the axle nut.

"The entire weight on the wheel is carried by the housing and not by the axle. The end thrust, however, as when the car is rounding a corner, must all be borne by the axle, which sometimes results in serious trouble. This is 'semi-floating' construction. With this type the wheel must usually be taken off in order to get the axle out.

"The wheel on the 'full-floating' type is mounted on the housing so that it not only rolls around on ball bearings, but also absorbs all end thrust on ball bearings, known as 'true floating'.

"This construction takes all the strain of bad roads, including both weight and thrust, off the axle and puts it on the housing, where it should be."

Rule for Avoidance of Dirt.

Put old newspapers on the seat and turn the cushions upside down to keep dirt from getting in the tuft depressions of your cushions.

Soft silk tucked hats, having white straw under the brim, come in all the pretty colors and may be bent into many becoming shapes. Shadow lace veils are worn over the face, and two-toned chiffon veils are fastened around the crown, crossed at the back and tied scarf fashion in front. If the trip is a very dusty one they, too, are dropped over the face.

Ford Rebate Checks of \$50 Each
Are Now Being Mailed

Use part of this amount to equip your Ford automobile with shock absorbers.

J. M. SHOCK ABSORBERS
FOR FORD AUTOMOBILES
REDUCED FROM \$25
TO \$15 PER SET OF 4

Mirrors 90c and \$1.25

Hand-Operated Horns \$3.50 to \$7.00

Electric Horns \$8.00 to \$15.00

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THE PERFECT MOTOR CARS

DORT Touring, \$650 Roadster, \$540

Mitchell

"Six of 16" \$1,250 "Perfect 8" \$1,450

FLINT COMMERCIAL TRUCKS

\$1,260 to \$1,435

Fully Equipped, F. O. B. Factory

Let Us Demonstrate Them to You

61 Pierce St. N.E. WASHINGTON, D. C. 1405 H St. N.W. Phone Lincn. 4060 Phone M. 6097.



A Touring Car with a Racer's Heart—for \$1350

The Chalmers Six-40 seven passenger touring car is not a racer. Yet within the limits of road car service the great valve-in-head overhead camshaft motor will do all for you that it did for DePalma and Resta when they won the Indianapolis and Chicago 500-mile races. The same eager power, the same "trigger-quick" get-away, the same iron-hearted endurance, are yours applied to touring car demands.

OTHER manufacturers are announcing multiple cylinder and other new motor types to be available some time in the future.

Greatest Proved Motor

But the Chalmers Motor Company is NOW selling daily more than 100 of these cars equipped with the greatest proved type of motor in the world.

This powerful valve-in-head overhead camshaft motor is the power plant all Europe had begun to use for stock cars before the war came on. It is identical with the type that averaged the unheard of speeds of 90, 98 and 102 miles an hour at Indianapolis and Chicago.

Easiest Riding Car in the World

Its unstinted wheelbase (124 inches) permits the "Six-40" to swing over the bumps with the easy motion of a boat. The springs are wonderful. They are of special construction and the main leaves are vanadium steel. The rear springs are 57 inches long—the longest on any car at the price, and the longest and most comfortable on any car at any price, weight considered.

Beautiful Coach Finish

The Chalmers Six-40 is a beautiful car. Its lines are charming. Chalmers bodies are neither sprayed, dipped nor baked. Twenty-one operations are required to bring them up to Chalmers Quality standards. The body is carefully prepared for the finish by the process known as sand-blasting. It is then painted in the good old fashioned way that created the wonderful coach beauty of other days.

Made in Chalmers Shops

The Six-40 is built in Chalmers shops. It is not "assembled."

It is beyond the limits of human ingenuity to "assemble" Chalmers balance and quality into a motor car. Quality is built into it in Chalmers shops.

New Service to Owners

Every Chalmers dealer now plans to keep a box of a Chalmers car's Service Coupon Book, each coupon redeemable for a definite amount of service on any Chalmers dealer.

The Chalmers Club

Every Chalmers owner is invited to join the Chalmers Club. The Chalmers Club, each coupon redeemable for a definite amount of service on any Chalmers dealer.

The only comparison ever made with Chalmers cars is made with higher priced cars—either foreign or American. And this is especially true of the Chalmers Six-40 at \$1350—the lowest price at which Chalmers Quality has ever been sold.

UNION GARAGE,
C. Walter Hoover, General Manager.
612-621 G St. N.W. Tel. Main 8596.
Desirable Territory Open in Parts of Md. and Va. Live Dealers Wanted. Something New.
"Let your next car be a Chalmers"